a stay positioned substantially on a central portion and connected to a floor part; wherein the pipe constituting the main body is integrally formed with joining parts by crush-molding, the joining parts joined to the front pillars.

- 6. The instrument panel supporting member structure according to claim 5, wherein a cross-sectional rigidity of the pipe constituting the main body is set in the range of approximately E I = 2.0 to 3.0 x 10^8 (N · cm²) in which E denotes a Young's modulus and I denotes a cross-sectional secondary moment, and the joining parts formed by the crush-molding on the both ends of the pipe are respectively connected to the front pillars by bolts or welding, the connection pitch being set at approximately $\pi \cdot d/2$ or less in which d denotes a diameter of the pipe.
- 7. The instrument panel supporting member structure according to claim 5, wherein the stay is formed with a cross-sectional U shape, and the stay is installed at an inclination with respect to a vertical direction so that an upper end of the stay connected to the member main body is positioned closer to the driver's seat than a lower end of the stay connected to the floor part.
- 8. The instrument panel supporting member structure according to claim 7, wherein a reinforcing member is connected between a point in a vicinity of the upper end of the stay and a point in the vicinity of one of the at least one steering brackets on the member main body.
- 9. The instrument panel supporting member structure according to claim 6, wherein the stay is formed with a cross-sectional U shape, and the stay is installed at an inclination with respect to a vertical direction so that an upper end of the stay connected to